

National Transportation Safety Board

Summary record of interviews with select personnel at CG Honolulu, Integrated Support Command:

February 22, 2001, PM

Capt. Leonard Stemback, Hawaii Pilots Association

808-328-9140 Home on Kona

808-532-7235 Office

Conducted telephonically by:

Robert Henry, NTSB, OMS

2 years as a Panama Canal Pilot 1975-1977, Hawaiian Pilot 12-1980 to present. Licensed for all Hawaiian ports. No accidents. California Maritime 1964. Other than pilotage worked for 15 companies on 42 vessels in increasing roles as a deck officer.

Took 6 weeks off in 1999 (May time) to complete required STCW 95 training for BRM, GMDSS, F/F basic and adv., Basic Safety.

Uneventful trip. Nothing inoperative. Vessel well maintained. Teaching vessel operated at high moral standard by crew and teachers. Crew had limited conversational English ability but adequate maritime conversational ability. All pilot commands were promptly and efficiently carried out.

Radar, depth finder, radio (ch 16), single side band, GPS on and operating satisfactorily. Radar set on 3 mile scale departing Port of Honolulu. Three charts out: Honolulu harbor, South Coast Oahu, and Ocean Chart of Hawaiian Islands. Normal practice would have been to go on auto pilot at the sea buoy on a course of 166 degs. to the fishing grounds. Radar would have been set at either the 12 or 20 mile scale.

Checked out with Aloha Tower Control at about 42/9/01. Usually about an 11 minute run. Disembarked Ehime Maru at 12:15 near buoys 1 / 2.

Aloha Tower Control acts like a stop light at the harbor entrance. It does not assume any of the Pilot's responsibilities to safely navigate the vessel in the harbor. Reference ATC log sheet for 2/9/01. ATC operates on channel 12 and tapes the channel. The pilot made all radio comms. were normal during his voyage out of the harbor on the Ehime Maru.